

Mari-times

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EDITORIAL

THANKS PETER

The March 1982 issue of Mari-times was the last to be produced under the stewardship of FLTLT Peter Pearce. On your behalf, I will take this opportunity to thank him for all the hard work he has devoted to making the magazine a success.

Articles for this issue have again been rather difficult to obtain. I have formed the impression that many people on the Base lack confidence in their own literary talent, rather than having nothing to say. Please do not be so modest. If you become aware of something newsworthy, discuss it with your unit representative — you will make his job and mine easier. Copy for the September issue is required by 30 July.

SQNLDR Ian Little

CONTENTS

The Canberra is Gone	2
No 10 Squadron Strikes	4
A Brief History of No 11 Squadron	6
RAAF Plans for New Basic Trainer	7
Edinburgh Aircraft Movements	8
The Sunderland Era	10, 11, 12
Why is it So?	13
24 Hour Mission Support Capacity	14
AFA Trophy to 24 Squadron	15
How it began	16
Support for the Hunter	17
Aerodrome Defence Squadron Reunion	18
Nomad returned to Army	19
Meditation on "Shepherd 969"	20

FRONT COVER: ARDU Canberra A84-240 overhead Adelaide city. See also the article on page 2.

The Canberra is Gone, What Now?

By FLTLT G. Browne ARDU

The RAAF's fleet of ageing Canberra aircraft have finally retired after 29 years of service. The first B20 model bomber built in Australia flew on 29 May 1953. A total of 48 bombers were built in Australia by the Government Aircraft Factories VIC. The Canberra was operated by Nos. 1, 2 and 6 Sqn and No. 1 OCU as a bomber, photographic reconnaissance, aerial survey and target towing aircraft. The RAAF Aircraft Research and Development Unit (ARDU) used the Canberra as a flying test bed for high altitude, jet engine systems, ordnance separation and electronic system tests. At the time of retirement (JUNE 82) No. 2 Sqn at RAAF Amberley and ARDU at RAAF Edinburgh will be the only units operating the Canberra. ARDU is still flying a MK21 trainer as a multi-engine jet trainer and communications aircraft.

Several twin jet commercial aircraft have been considered as possible replacements for the Canberra in the aerial survey and photo-reconnaissance roles. To fulfil the RAAF's requirements, the aircraft must have the capability to operate at altitudes above 40,000 feet while carrying a 2000lb payload over 3,000 nautical miles range. These factors are essential if the aerial survey or photo-reconnaissance role is to be successful as well as cost-effective. The aircraft must have good flying

qualities so that it can provide a stable platform for the high resolution cameras.

In October 1981 two ARDU test pilots, FLTLTs Bill Spears and John Foley, evaluated the Hawker Siddeley HS125-700, Canadair Challenger CL-600 and Gulfstream III aircraft.

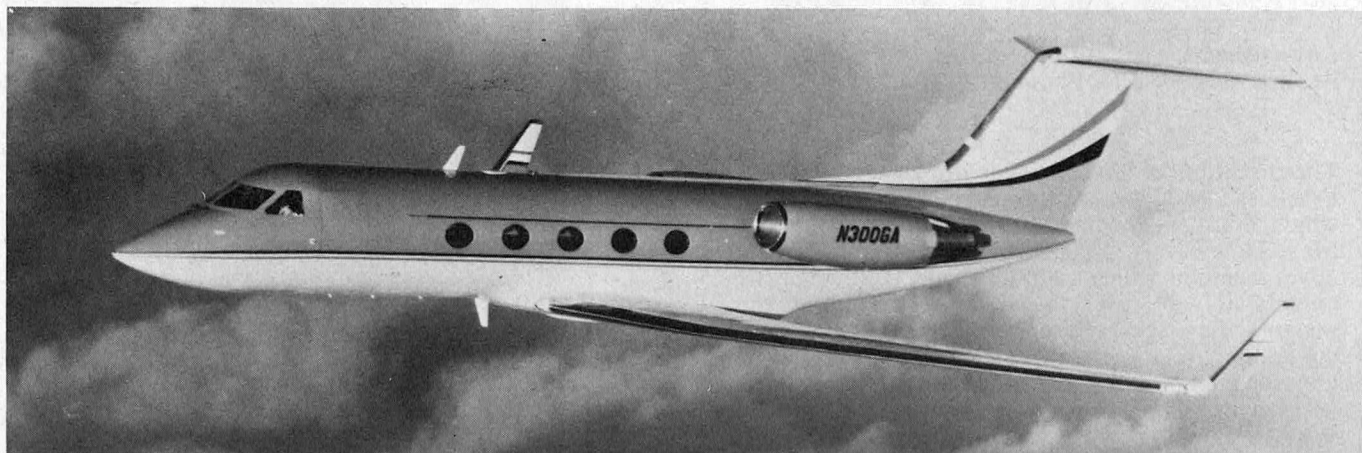
The two aircraft shown are of American design. The British design HS125-700 is similar in size to the Mystere 20 VIP jet operated by No. 34 Sqn but with improved performance. The HS125 series is widely used throughout US and Europe.

The Challenger was originally designed by William Lear of Learjet fame, as the L-600 Lear Star but he later sold the design to Canadair. The Challenger is in the advanced prototype stages and incorporates many new aviation technology designs such as 2 x 7500 lb thrust hi-bypass turbo-fan engines which provide exceptionally low fuel consumption and a very low noise level, low drag wind and a wide-bodied cabin area.

The Gulfstream III is a larger aircraft than either the HS125-700 or the Challenger and uses 2 x 11400 lb thrust turbo-fan engines. It is an improved version of the highly successful Gulfstream III corporate jet. It employs new technology systems and revolutionary wingtip fairings. These small aerofoils (called winglets) are designed to reduce the drag effect of the wingtip vortex which results when a wing is producing lift. This reduction improves fuel consumption in the cruise by 3-5%.



• Canadair Challenger CL-600



• Gulfstream III

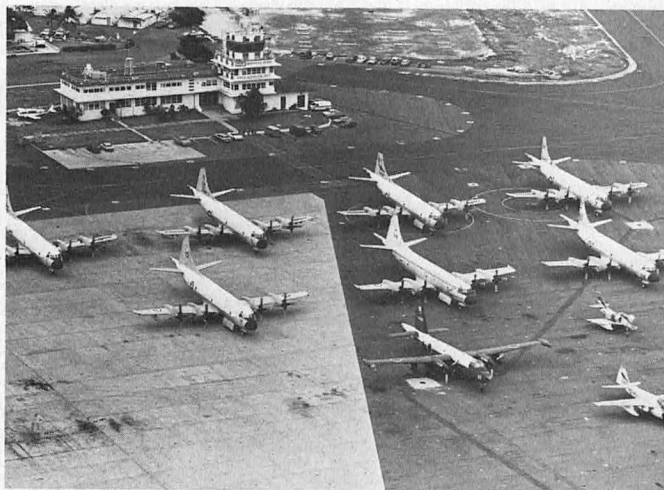
No 10 Squadron Strikes First at RIMPAC '82

By FLTLT Ian Pearson

The No. 10 Squadron detachment to Hawaii for RIMPAC '82 returned to Edinburgh in the first week of May after the safe and successful conclusion of the month-long exercise. The 110-man detachment, led by the No. 10 Squadron Commanding Officer, Wing Commander Bob Laing, comprised aircrew from No. 10 Squadron, operational support staff from No. 292 Squadron and aircraft maintenance staff from No. 492 Squadron. A further 100 officers and airmen from No. 1 Squadron, operating four F111Cs from Hickham AFB, and HQOC staff, complemented the No. 10 Squadron detachment to form the RAAF Component for RIMPAC, commanded by OC No. 92 Wing, Group Captain G. C. Smith.

The five-nation 'Rim of the Pacific' exercise, conducted in the vicinity of the Hawaiian Islands, was hosted by the US Navy. Sixty ships, over 120 aircraft and more than 29,000 sailors, marines and airmen from Australia, Canada, New Zealand, United States and Japan participated in the exercise, the eighth in the RIMPAC series since its inception in 1971. Participating units included land and carrier-based aircraft, attack submarines, major surface combatants and support ships. RIMPAC '82 exercised participating units in most aspects of conventional maritime warfare. Diverse training events such as anti-submarine exercises, missile and torpedo practice and carrier battle group operations involved the RAAF Orions. Four Edinburgh-based P3C Update II Orions flew to Naval Air Station, Barbers Point on the island of Oahu for No. 10 Squadron's first involvement in a RIMPAC exercise. Other aircraft operating from Barbers Point included Canadian CP-140 Auroras, RNZAF and USN P3Bs, USN S3 Vikings, A4 Skyhawks, A6 Intruders, and Japanese, Kawasaki-built P2Js, descendants of the Lockheed SP2H Neptunes once flown by No. 10 Squadron.

A highlight of the exercise occurred on Anzac Day with the



• A line-up of some of the aeroplanes operating from NAS Barbers Point during RIMPAC '82.

(USN photo)

RAAF's first firing of an air-launched Harpoon cruise missile. Captained by Wing Commander Laing, the aircraft flown by No. 10 Squadron's Crew 7 was appropriately A9-751, the first P3C to be delivered to the RAAF. At 1525 Hawaiian local time, Flight Lieutenant Max Coles, the Crew 7 Tactical Co-ordinator pressed the button which activated the launch sequence for the \$500,000 missile. Crew members were afforded an unforgettable sight as the missile left the wing pylon and rocketed away from the



• Commander of the RAAF Component to RIMPAC '82, Group Captain G. Smith is welcomed to NAS Barbers Point by representatives of the US Navy. (From left to right: Mrs. Danner, Patrol Squadron Six, CO CDR T. N. Danner, NAS CO CAPT P. O'Connor, COMPATWINGTWO CRDE P. D. Smith, GPCAPT G. C. Smith, Patrol Squadron Six XO CDR T. A. Richardson.)

(USN photo)

aircraft. Spectacular video tape of the missile launch was provided by a recorder fitted to the P3C's Infra Red Detection System which tracked the missile's flightpath on the Pacific Missile Range Facility off the island of Kauai. On the following days, each of the four crews present for RIMPAC had an opportunity to drop torpedoes on the PMRF range which has been specially instrumented to monitor weapon performance.

While at times all work and no play seemed to be the order of the day, there were occasional respites from the heavy workload, giving opportunities for shopping, touring and social activities. No. 10 Squadron was hosted at Barbers Point by Patrol Squadron Six, 'The World Famous Blue Sharks.' Detachment members and their hosts became acquainted through social functions at the Enlisted and Officers' Clubs, a sports day and co-operation in the working environment. Meanwhile, the list of tourist attractions visited by the detachment, including the Arizona Memorial, Waikiki, Punchbowl and Diamond Head, not to mention Fiji and Kwajalein in the transits to and from the exercise would make an interesting itinerary for any paying tourist, let alone an excellent inducement for potential recruits to the RAAF.

MARI TIMES, WINTER, 1982



• Crew 7's tactical co-ordinator, FLTLT Max Coles, pressed the button which activated the launch sequence for the Harpoon missile.



• Crew 7 captain, WGCDR Laing and Tactical Co-ordinator, FLTLT Coles, performing a preflight check on a Mk46 torpedo with Armament Fitter, SGT Cesco.



• Crew 7 (wearing the new 10 SQN caps) and the observers who flew with the crew for the first RAAF firing of a Harpoon cruise missile.

A Brief History of No 11 Squadron

By FLTLT Mike Roberts

Formed as a general reconnaissance squadron on 25 September 1939, No. 11 Squadron was equipped with two Supermarine Seagull V amphibians and two 'C' class Empire flying boats. With a complement of thirty two personnel, the squadron moved to Port Moresby during the same month to establish a coast watch, communications and reconnaissance force in the area.

Prior to the Japanese invasion, the squadron flew routine patrols throughout the south west Pacific islands, operating out of Rabaul, Tulagi, Vila and Noumea. The squadron received the first RAAF Catalinas during March 1941 and, with these aircraft, patrolled an increasing area in close co-operation with No. 20 Squadron.

With the advance of the Japanese forces, No. 11 Squadron evacuated civilians from Port Moresby and Rabaul and intensified its reconnaissance patrols. On 7 May 1942, No. 11 Squadron transferred to Bowen, Queensland because of Japanese air raids on Port Moresby. The squadron continued to fly reconnaissance missions, submarine patrols and, after moving to Cairns during November 1942, conducted night missions attacking Japanese shipping, submarines and land bases.

April 1943 saw No. 11 Squadron begin its biggest and most important task of the war; the aerial mine laying of harbours and shipping routes throughout the south west Pacific. This task continued until June 1944 when the squadron was withdrawn from the forward area by a transfer to Rathmines, N.S.W. where it carried out anti-submarine patrols and shipping escorts.

During 1945 squadron Catalinas were detached firstly to Darwin for the bombing of Malang aerodrome, and then to Labuan for the evacuation of personnel to Australia. These and other transport tasks occupied the squadron until it was disbanded on 15 February 1946.

The SAR Wing at Rathmines was renamed No. 11 Squadron on 1 July 1948. The function of the unit remained

unchanged with routine courier flights comprising the bulk of the squadron's operations. On 1 May 1950 No. 11 Squadron was again disbanded when the last of the Catalinas were withdrawn from service.

The squadron reformed at Amberley, Queensland on 1 November 1950 and a few days later moved to Pearce, WA. Initially operating Lincoln MR30 aircraft, the squadron re-equipped with Lockheed P2V5 Neptunes beginning in November 1951.

No. 11 Squadron was transferred to Richmond, NSW in May 1954 where it operated for the next fourteen years. Squadron tasks during this time involved routine patrols, training and SAR missions, and participating in a number of maritime exercises.

When the Neptunes were retired from service in August 1967 No. 11 Squadron ceased to be operational. Early in 1968 the squadron moved to Edinburgh, SA and received the first of ten RAAF P3B Orion aircraft. A period of intense training followed to build up ASW expertise in the new, technically advanced aircraft.

An important date in the squadron's history is 6 August 1970, when the Queen awarded the Squadron Standard to No. 11 Squadron for outstanding operations and for having completed 25 years of operational service.

No. 11 Squadron has also represented Australia annually since 1971 in the Fincastle Trophy, given for anti-submarine warfare expertise. The squadron has achieved three outright, and two joint wins.

Today, the squadron continues to operate P3B Orions from Edinburgh but recently more emphasis is being given to coastal and open ocean surveillance. Expertise in the more demanding role of anti-submarine warfare is maintained by regular joint exercises with RAN and foreign navies both in Australia and overseas.



• Consolidated PB5 Catalina.



• Lockheed P3B Orion.

RAAF Plans for New Basic Trainer Aircraft

By FLTLT G. Browne ARDU

The Air Force is planning to revise the current pilot training scheme. To anticipate an approximate 5-year production lead time for a new basic trainer, the requirement for such an aircraft was issued in 1979. In 1980, after concluding that no existing overseas or local trainer fulfilled all the RAAF requirements, the Australian government provided funds to the Australian aircraft industry to investigate their design, development and production capabilities for a locally built basic trainer aircraft. Three major aircraft companies in Australia; Government Aircraft Factory (GAF), Commonwealth Aircraft Corp (CAC) and Hawker de Havilland Aust (HdH) have combined some of their resources to form a joint venture company called Australian Aircraft Consortium (AAC) which will develop the new trainer. Each company will then share in the production and assembly of various components.

The basic RAAF requirements are for a highly cost effective pilot training aircraft designed for an optimum student learning environment with sufficient performance and structural design to provide a minimum of 8000 hours structural life and 20 years service life.

The proposed design of the trainer is for a metal and composite (graphite and fibreglass) construction, a maximum take-off weight of approx. 2,000 kg (4,400 lb), a 750 SHP P&W PT6 turbo-prop engine, side by side seating and capable of operating from grass or semi-prepared airfields. The PT6 turbo-

prop engine is widely used in commercial aircraft and combines high power output and low weight with a very fuel efficient system. The initial performance calculations indicate the trainer should be capable of a maximum cruise airspeed of 210 knots TAS, maximum structural airspeed of 280 knots, a service altitude ceiling of 30,000 ft with time to 10,000 ft of less than 6 minutes.

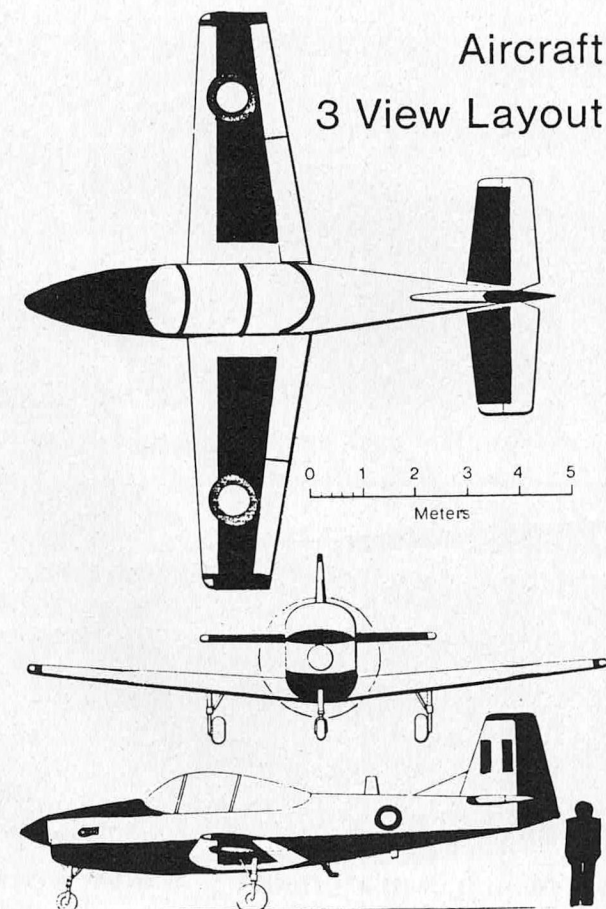
The performance should be sufficient to perform most training manoeuvres at altitudes between 10,000 and 15,000 feet. Cruise altitude during navigation exercises will be approximately 16,000 feet. The total fuel endurance is predicted at approximately 4 hours at 10,000 ft.

The side by side seating was selected over tandem seating to allow the instructor to easily monitor the student pilot's actions during the initial training phases. Two extra seats in the rear of the cockpit will allow passengers to be carried during transit flights to other airfields.


The size of the new trainer is deceiving. For example, a 180cm (6 foot) person can walk under the tailplane without bending.

The production of a locally designed and constructed trainer will provide a vital boost to the Australian aircraft industry. The RAAF and Australian Government are reviewing the submission from the AAC and the value of Australian industry participation (AIP) is shown in the fact that the new trainer design and development funding has been excluded from the current defence budget cuts.

Aircraft
3 View Layout



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Edinburgh Aircraft Movements

By FLGOFF M. B. Austin

In recent months a number of interesting and unusual foreign military aircraft have been visitors to RAAF Base Edinburgh. Described here are three of those aircraft, two from the United States, and one from New Zealand.

The first of these visitors was a US Air Force C-141B Starlifter. Although not the first C-141 to visit Edinburgh, this was the first "stretched" Starlifter to be seen here. This particular aircraft flew direct to Edinburgh from Clark Air Force Base in the Philippines and after an overnight stop returned to Clark AFB on a MEDEVAC flight.

The C-141B is basically a lengthened version of the original C-141A Starlifter. The modification involves adding just over 23 feet to the length of the fuselage and installing an inflight refuelling receptacle above the cockpit. The C-141B conversion has increased the Starlifters cargo capacity by some 35%. The entire USAF Starlifter fleet is being modified to C-141B configuration, the last of the 271 aircraft is due to be completed in July 1982.

The second aircraft of interest was an RNZAF Boeing 727. This was the first visit to Edinburgh by one of the RNZAF's recently acquired Boeing 727 aircraft. The Boeing 727s are the RNZAF's first pure jet transport aircraft and they are operated by No 40 Squadron from Whenuapai, near Auckland.

Three Boeing 727s were delivered to New Zealand in mid 1981, bought from the major US domestic carrier, United Airlines. After overhaul and repainting by Air New Zealand, two of the Boeing 727s entered service with the RNZAF. The third aircraft was acquired for spare parts.

A US Navy P-3C Orion was the other visiting aircraft of note. The P-3 in the colours of the USN is a comparatively rare sight at Edinburgh. This particular P-3C was from VP-40, which is home based at Moffett Field, California. US Navy Patrol Squadrons are well known for their colourful squadron insignia, and VP-40 is no exception with its "Fighting Marlin" emblem which is boldly displayed on the Squadron's aircraft.



• The above photograph shows the C-141B on its recent visit to Edinburgh. The "stretched" fuselage and the inflight refuelling equipment above the cockpit can be clearly seen.



• NZ7272, the second of the two Boeing 727s in service with the RNZAF, seen here during its visit to Edinburgh.



• VP-40 P-3C Orion photographed during its visit to Edinburgh. Note the VP-40 "Fighting Marlin" emblem on the tail of the aircraft.

From: 'Maritime is Number'

Compiled and written by FLTLT K. C. Baff (10 SQN)

On 6 October 1939 the Australian War Cabinet acceded to the suggestions of the British Dominions Office that the Sunderland flying-boats ordered for No 10 Squadron should remain in the United Kingdom. In addition, it was further decided that sufficient air and ground crews should be sent to England as soon as possible to form a complete Australian squadron to operate the Sunderlands under the control of RAF Coastal Command.

In order to make effective the decision to raise the strength of the detachment at Pembroke Dock to full squadron status, the Australian Air Board signalled all units on 3 November calling for volunteers for overseas service. A week later the selection of required personnel was complete, and by the 27th a contingent of two officers and 183 airmen was embarked on HMS ORONTES.

The first 80 airmen joined ORONTES at Sydney on the 17th 'in charge of' Warrant Officer Col Brigstock. Although the embarkations were regarded as 'secret' and given no publicity, considerable political and sentimental importance was attached to the voyage as it heralded the appearance of the first air force unit of a Dominion on active service.

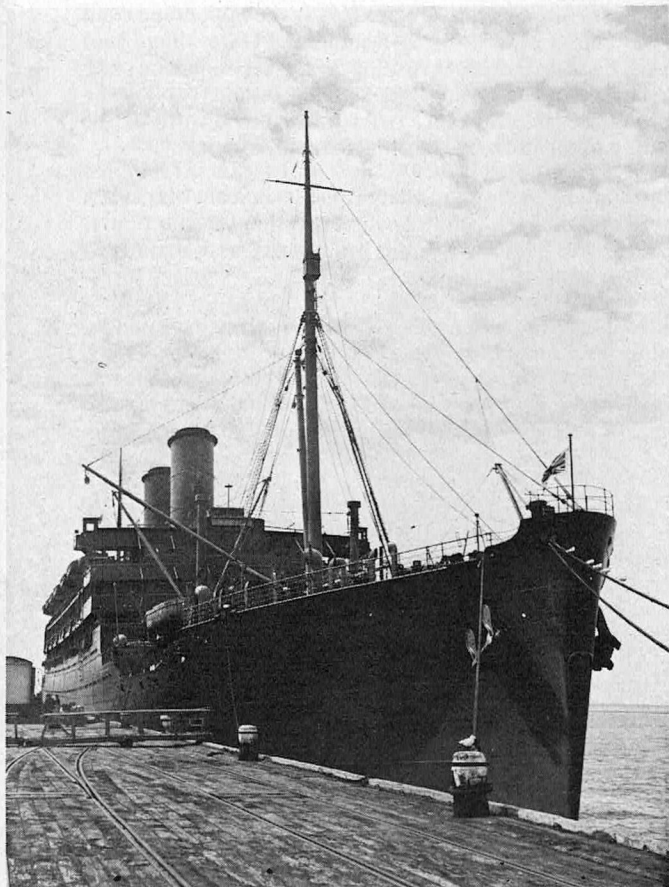
The only missing member was the NSW contingent's cockatoo. As cocky had been taught — in his owner's absence — to shout raucously, 'The CO is a bastard' it was thought best to leave the bird behind, some doubt existing as to the ability of an English CO to appreciate such humour.

'We embarked in the dead of night,' Warrant Officer Brigstock recalled. 'No one was to know when we left, or how many of us were on board. Some of the fellows went to bed immediately, tired out. Others lolled on the rails seeing little but the skyline, anxious only that they should be awake when they



• The contingent's 'secret' departure from WOOLLOOMOOLOO, Sydney, on 18 November 1939.

Ten — the Sunderland era'



• **RMS ORONTES** berthed at Outer Harbour, Adelaide, SA, on 23 November 1939.

left Australia. The time passed on, the darkness gave way to light and then, after all the preparations for a silent and mysterious departure, we left in broad daylight. The 'secret' was a secret no longer.

By the time we got to Melbourne, where Flight Lieutenant Don Cameron took over the draft, the authorities made no attempt to conceal the fact that a contingent of airmen bound for Great Britain was on board. A concession to security was a restriction on visitors and certain regulations about people on the wharf — but a big crowd saw us off.'

The second officer, Pilot Officer John King, joined the draft at Outer Harbour, Adelaide, on the 23rd. 'At Adelaide, all pretence finally went by the board. Visitors were allowed and we might have been a shipload of civilians leaving for a holiday in peacetime — except for our uniforms.'

Two days out of Fremantle, WA, on the 29th, an airman suddenly took ill and an immediate operation was necessary in order to save his life. The operation was performed by Doctor A. Boan in spite of the inclement weather. When the contingent arrived at Colombo, Ceylon, on 6 December, Leading Aircraftman R. S. Freiboth, Fitter Aero, was disembarked and admitted to the Military Hospital. At Aden, six days later, there was another casualty when Aircraftman Graham Huggins had to be admitted to the RAF Hospital seriously ill with pneumonia.

Another incident vividly remembered was the burial at sea of an English admiral who died after a short illness while on his way home to England. The men of No. 10 Squadron gave Rear

MARI TIMES, WINTER, 1982

Admiral W. N. Custance, former Officer Commanding the Australian Naval Squadron, his final Guard of Honour while a Royal Navy sloop stood by.

At Suez on 16 December, the contingent was met by its Commanding Officer, Wing Commander Leon Lachal, and Flight Lieutenant Charles Pearce who were carrying out a special task to Cairo in N9050/D. On the same day a signal was received from the Air Ministry giving instructions for disembarkation at Marseilles, France. The following day RMS ORONTES altered course for her new destination at maximum speed.

'We went through the Suez Canal,' Basil Thornton recalled, 'and when we reached Port Said I went ashore with the nurse who had been caring for Rear Admiral Custance. We went around looking at everything and doing a bit of shopping but we were plagued with these kids wanting to sell things: "Dirty postcards, Mister?" and so on. I found it a bit embarrassing!'

Soon, they caught on that I had this nurse with me so one of the kids came up to me with a contraceptive — a "French letter" — and of course that too was very embarrassing. So I said, "No! French letter no good".

"It's very good Boss, very good," and he stretched the thing out at full arms length to show me that it was a good one. This was all very much to my embarrassment because I could see my nurse friend was blushing a bit too.

Looking back — now it's funny, but it wasn't at the time!



• **Aircraftman Basil Thornton** who was plagued by local children during the stopover at Port Said.

There was no night shore leave for the men at Port Said.



• ‘Gambling is not permitted’. (Standing Orders for Personnel at Sea on Passage to United Kingdom, 22 November 1939) Squadron members indulge in a round of ‘horse racing’ aboard ORONTES. Corporal Alby Orr is standing to the left of the sailor. Men operating the winding gear are, L to R, Sergeant John Jewell, Leading Aircraftman Reg Spear and Aircraftman Charlie Morrison. Sergeant Charles Harris is leaning over Spear.

These lads also wanted to be your guide and it wasn’t uncommon for them to have a testimonial. I’d say I didn’t want a guide but they’d pester me saying, “I’ll be very good guide. Have testimonial,” and they’d shove a piece of paper under my nose. I read a few of them and they usually went something like this: “This is to certify that the bearer, Abdul something, is the biggest take-down robbing bastard this side of the black stump. PS Watch your pockets.”

‘Of course I’d laugh and they’d look at me and think everything was fine because I seemed to be pleased. I don’t really think they knew what was written on those testimonials.’

However, a few of the more enterprising members decided otherwise and slipped down a rope into a native boat and got ashore. ‘More trouble for the Orderly Sergeant,’ Stan Nichol recorded in his diary that evening.

It was during the long journey to Marseilles that the men had a temporary taste of U-boat lookout duty — the task that, from the air, was later to occupy much of their time in the Sunderlands of No. 10 Squadron. But the telltale swirl around a rising U-boat sail eluded the men.



• At Marseilles, France, the contingent entrained during the afternoon of 22 December 1939 for the journey to Cherbourg. RMS ORONTES is berthed in the background.

The contingent arrived at Marseilles on the 21st and disembarked the following day to be inspected and addressed by the Australian Minister for Air, Mr. J. V. Fairbairn, who was returning to Australia from London. Following the address, the men were each issued with two blankets for the impending train trip before being bussed to a restaurant. Here they were entertained by the British Army at a special luncheon; the officer-in-charge of the arrangements being Frank Woolley the then well known test cricketer. After a few hours in town the men returned to the dock and entrained for Cherbourg.

Unfortunately for those in charge, the train from Marseilles was delayed and the men had to be kept together for four hours, an unenviable job with everyone a little merry and anxious to make the most of every minute.

The train journey was a never-to-be-forgotten experience. ‘The food was poor and the water undrinkable, so the boys were “forced” to drink champagne. The stew was a cold, greasy mess. It was hardly surprising that someone “commandeered” a sack of peanuts — of which so many were eaten that numerous stomach aches resulted.

The only person in the company who could speak French was Lady Custance to whom the contingent was indebted for smoothing out many of the difficulties. To add to the discomforts, the driver of the train managed to very effectively telescope two carriages.

Several “incidents”, two of which concerned the “Black Prince’s” meals, provided compensation. Someone went into his compartment and accidentally knocked his food off the table. The sticky corned beef and fat slithered about the floor but the culprit managed to scrape up most and replace it. The “Black Prince,” as the adjutant was called, returned to enjoy the maltreated meal, so much that he ordered a second helping. At another time an officer had managed to get some extra food to entertain a couple of friends. Unfortunately, the airmen had to pass the door of the officer’s compartment. The fine spread ‘just disappeared.’

Two days later, in the early hours of the 24th, a weary contingent detrained at Cherbourg and embarked in the SS DUKE OF ARGYLL for the Channel crossing. Unfortunately, because of dense fog, the sailing was delayed until the following afternoon. And so Christmas Dinner 1939 — for the second time — was ‘celebrated’ on the wharf with ‘army stew consisting mainly of carrots, tea and bread. Some of the men ate the dinner — others were wiser!’

Dinner was followed by a route march around town. ‘The locals were unimpressed,’ — as no doubt were the men!

The ship finally sailed late in the afternoon but arrived outside Southampton after the boom had been closed. Stan Nichol was in charge of a lifeboat party for the crossing and had to remain on deck. ‘En-route at 1430 escorted by a French flying-boat and a British destroyer. Thick fog all the way. Anchored off Southampton at 1915 but spent the night on board.’

Next morning the ship berthed and at last, at 1000 hours on 26 December, the contingent was on English soil. Waiting for the men was a train that had been standing by for four days. ‘Our rival was a pretty miserable affair — a bleak, blustery, cold, snowy day,’ John Jewell remembered. ‘I don’t think there were many happy boys amongst us. However, we did have a few bottles of champagne that we had bought in France, nice and cheap. Drinking out of tin pannikins — that was our Christmas and Boxing Day all rolled into one on an old troopship and a train.’

☆ ALL photo credits: Mr. B. A. Thornton

Fun Run

The RAAF 'beat the Army at their own game' in the Exacto Team Trot held in Adelaide recently. The 'Trot' consisted of four-man teams competing for a variety of prizes and awards. The RAAF and Army entered teams which completed the Twelve Kilometre course wearing boots, greens, webbing and carrying a rifle.

The RAAF team, comprising one officer and three recruits from 1RTU crossed the finishing line ten minutes before the first of the Army's seven teams.



• The RAAF team, pictured after the run was AC P. TRIMBLE, AC M. CAWLEY, FLG OFF S. KIMBER, AC J. JORDAN.

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Letters TO THE EDITOR

Why is it so?

Mr. Brin Whiting of Elizabeth, SA, has written in response to the question posed by SQNLDR Alex Bracey in our last issue:

Sir,

I refer to the item by Squadron Leader Alex Bracey in your March issue.

I'm sure it raised a few eyebrows; as an ex-Instructor in the Royal Marines I respectfully suggest he look to the root of the problem. In my Corps we had a saying which is quite applicable and I submit it as food for thought:

"There are no bad soldiers, only bad Generals."

If Squadron Leader Bracey reads the recent book "Monty," the saying is most apt.

Oh! For The Good Olde Days (?)

By Mr. C. L. H. Gray

The following monthly summary of accidents was dredged from the December 1917 records of the Royal Flying Corps.

RESUME OF ACCIDENTS

Avoidable Accidents

There were six avoidable accidents:

The pilot of a Shorthorn, with over 7 hours experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible, as recommended in the Aviation Pocket Handbook.

ABE2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signalling to the gunners.

Another pilot in a BE2 failed to get airborne. By error of judgement he was attempting to fly at mid-day instead of during the recommended best list periods ie. just after dawn and just before sunset.

A Longhorn pilot lost control and crashed in a bog near Chipping Sodbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 m.p.h. between top speed and stalling speed.

Whilst low flying in a Shorthorn the pilot crashed into the top deck of a horse-drawn bus, near Stonehenge.

A BE2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced aviator.

Unavoidable Accidents

There were 29 unavoidable accidents:

The top wing of a Camel fell off due to fatigue failure of the flying wires.

A successful emergency landing was carried out.

Sixteen BE2s and 9 Shorthorns had complete engine failures. A marked improvement over November's figures.

Pigeons destroyed a Camel and two Longhorns after mid-air strikes.

COST OF ACCIDENTS

Accidents during the last three months of 1917 cost £317.10.1 — money down the drain and sufficient to buy new gaiters and spurs for each and every pilot and observer in the Service.

24 Hour Operational Capacity For Mission Support Facility

By SQNLDR John Downey

92WG has not officially taken over control of the Compilation, Mission Support and Integration and Training Facility (CMI), yet the facility is already undergoing a major functional change. An independent Mission Support Facility (MSF) has been formed as the result of a requirement identified by 92WG during development of the CMI. The MSF, and the CMI as a whole, is operated by No. 292 Squadron Operations Support Flight (OPSUPFLT).

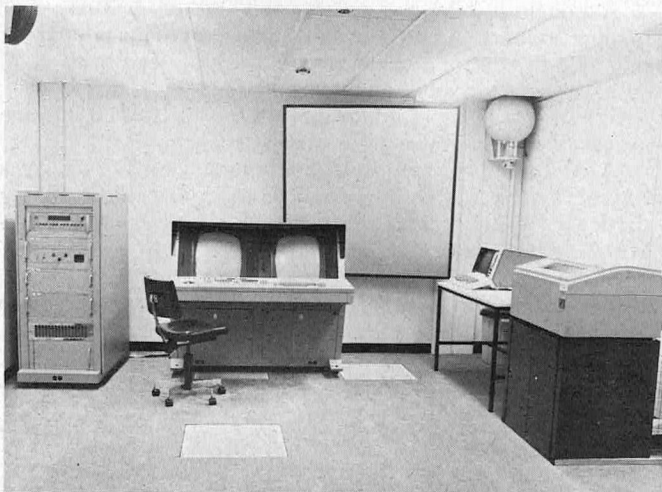
The original CMI design provided one central computer (UNIVAC CP 901 — the same as in a the P-3C) to be shared between the three major sub-elements of the CMI ie. the Compilation Facility (Software generation), the Mission Support Facility (operations support) and the Integration and training Facility (Software testing and tactical crew training). This shared arrangement however meant that whenever a crew was engaged in a training exercise, the MSF was unavailable.

To overcome this restriction another CP 901 has been installed in the CMI solely dedicated to MSF operations. This means the MSF is now capable of 24 hour operational support. DEFAIR and HQSC provided management of the retrofit, AWA carried out the actual design and installation.

What does the independent MSF provide? The MSF equates to the USN's ASW Operation Centres (ASWOC), and as such will provide a similar command and control function. Intelligence information can be stored, for later display during briefings, or for transfer to hard copy for distribution to aircrews. Message traffic is received, stored, created, transmitted or printed. Briefing packages are prepared,

displayed and printed. Analysis is carried out on records, including magnetic tapes (extract tapes), and the intelligence gained from these sources is transferred to messages for dissemination.

The traditional Maritime Operations Room (MOR) will no longer be established at Edinburgh, instead, the MSF will be used. Tamex 82-2 was the first exercise to be fully supported by the MSF. Plans are currently well underway to transfer many of the functions of the 92WG Operations Cell to the MSF. Many activities traditionally carried out by aircrew, (between deployments), will be assumed by the MSF (OPSUPFLT) staff. Within OPSUPFLT, positions exist for a Facilities Manager, seven EDPOPs (Computer Operators), two MSF Operators (really Operations Officers), the Wing Analysis Officer and a team of six simulator instructors.



• The interior of the Brief/Debrief Room of the Mission Support Facility — crews will be briefed and debriefed here with the aid of a large screen display.

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- How to overcome **INFLATION**.
- How to get the **MAXIMUM, SAFE** return on your money.
- How to get **SECURITY** with investments in these economically unsettled times.

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Air Force Association Trophy to No 24 Squadron

The Air Force Association Trophy for the most proficient Active Reserve squadron was awarded for 1981 to No. 24 (City of Adelaide) (Auxiliary) Squadron. The President of the Association, AVM W. E. Townsend, CB, CBE, RAAF (Ret), presented the Trophy and reviewed a parade to mark the occasion on April 4, 1982.

The first award of the Trophy was made to No. 25 Squadron in 1961 and since then has been presented each year to the Active Reserve squadron assessed as the most proficient. No. 24 Squadron has been awarded the Trophy in four of the last five years.

No. 24 Squadron was first formed at Amberley near Ipswich, Queensland, on 17th June, 1940.

The Squadron, which was equipped with Wirraway and Hudson aircraft moved to Townsville from where it carried out maritime reconnaissance duties. In December, 1941, the Squadron was moved to Rubaul, where, in January, 1942, it achieved fame in attempting to resist overwhelming numbers of Japanese aircraft in the first heavy raid on Rabaul.

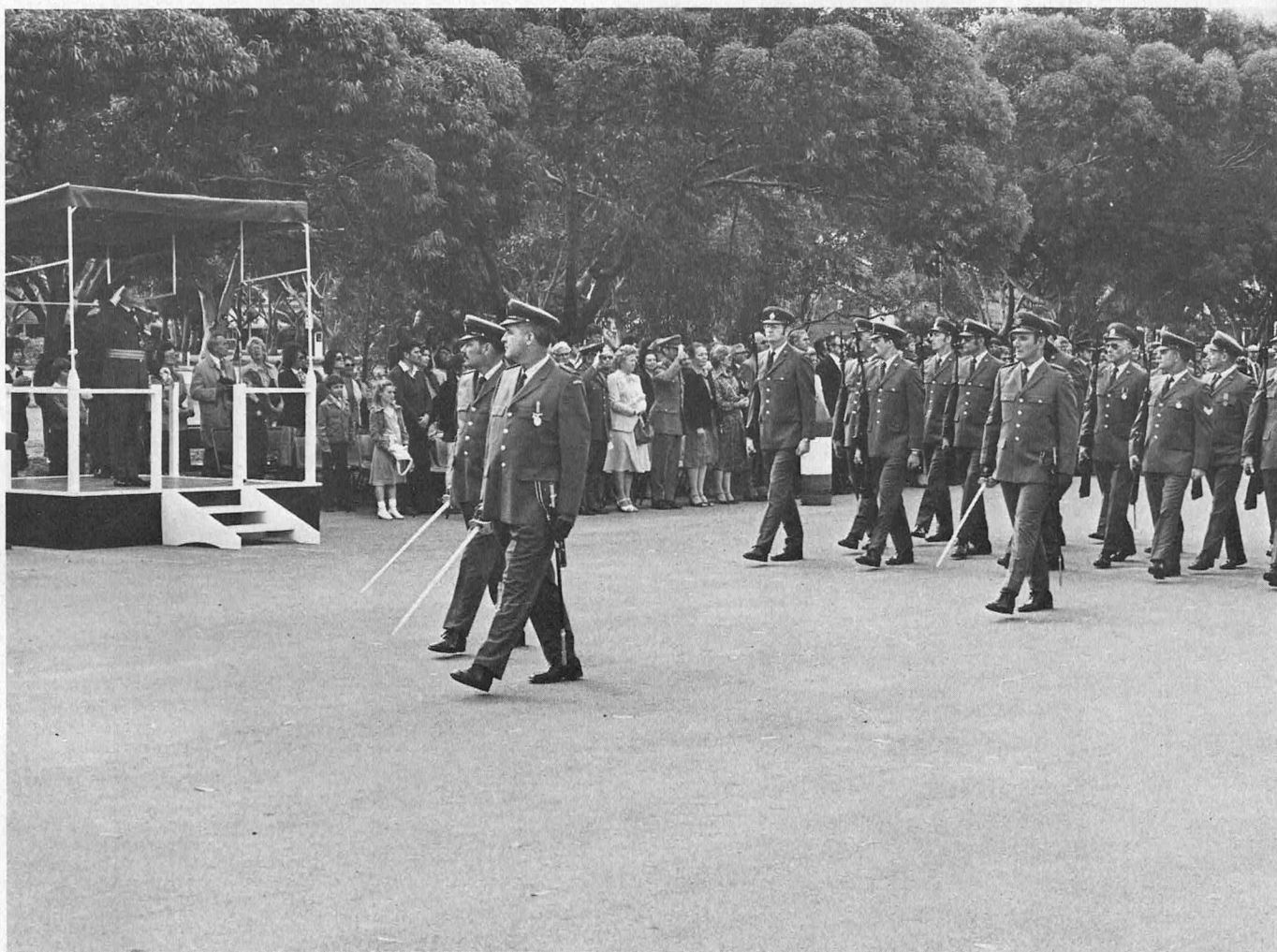
The battered squadron was eventually evacuated to the mainland to re-equip and re-organise. Subsequently it operated from Northern Australia, New Guinea, the Halmaheras and bases further afield, supporting Allied ground forces in the South-West Pacific area, particularly in the battles for Shaggy Ridge, Nadzab, Labuan, Tarakan and Balikpapan.

With the return of peace the squadron was disbanded at Tocumwal in 1946. It was reformed as No. 24 Squadron Citizen Air Force at Mallala in April, 1951, and was equipped with Mustang aircraft. On 7th May, 1951, the squadron received a charter from the Adelaide City Council granting the designation of No. 24 (City of Adelaide) Squadron. Re-organisation of the Citizen Air Force in 1960 changed the role from that of flying training to ground training and the squadron moved to Edinburgh.

No. 24 Squadron was officially affiliated with No. 1 Squadron in July, 1962, training in the servicing of Canberra bombers. In August, 1968, with the transfer of No. 11 Squadron to Edinburgh, the squadron affiliated with that squadron and retained in the servicing of Orion aircraft. In November 1977 the squadron was affiliated with No. 92 Wing and continues training on Orion Maritime aircraft.

On 28th May, 1979, the Squadron received the Freedom of Entry to the City of Adelaide. The Freedom Scroll was presented at a ceremonial parade by the then Lord Mayor, the Rt. Hon. G. Joseph.

In March 1981, the Citizens Air Force was re-named the Royal Australian Air Force Active Reserve (RAAFAR) and No. 24 Squadron was affiliated with RAAF Base Edinburgh.



• In the picture (above) at right: SQNLDR M. J. Porter, AEM leads No. 1 Flight past the saluting dais.

How It Began

By WOFF Peter Phillips

Many of the ceremonies and customs that play an important part in Service life have an origin which would hardly be suspected from the manner in which they are performed today. Take for example, the familiar ceremony of "Inspection of the Guard of Honor". We all know what happens. The Inspecting Officer arrives and passes along the ranks, in some cases it seems displaying very little interest in the soldiers he is inspecting. Actually, the ceremony originated in circumstances which compelled the Inspecting Officer not only to make a close scrutiny of every man's face, but then be ready for an attempt of his life at any moment as he passed along the ranks.

It happened this way. When King Charles II returned to England to claim the Throne, one of the late Cromwell's superb cavalry regiments decided to switch its allegiance to the King. The regiment was encamped at Reading, and, on hearing that His Majesty had landed, the commanding officer despatched one of his squadrons to meet the King and beg leave to serve under the Crown.

In a desolate, uninhabited stretch of country one of the royal courtiers, riding alongside the coach, observed a body of strange troops approaching, and at once told the King. As he was not yet sure of the reception he would receive from the populace, the latter was naturally alarmed, and instructed a member of his suite to ride forward and ascertain the intentions of the column.

When contact was made the squadron commander explained the purpose of his mission. The king was not a little suspicious, but lack of courage was not one of his faults. Leaving his coach, and accompanied by only one attendant, he strode forward to the squadron drawn up on the side of the road. Charles passed slowly along the ranks, keenly scrutinising each man's face to determine his attitude from his facial expression. Satisfied with his inspection Charles accepted the squadron commander's offer of allegiance, and ordered him to act as his escort on the journey to London.

A little later another unit of ex-Cromwellian troops — Colonel Monk's Coldstream Regiment — begged permission to enter the King's service. On Blackheath Common Charles subjected them to the same close scrutiny before accepting them as members of the Royalist Army.

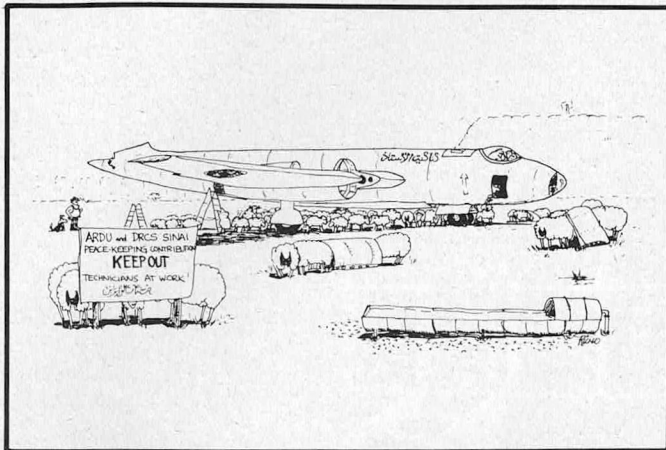
In making these inspections King Charles little knew that he was establishing a custom that was to come down to us through the centuries, although it has long since ceased to be performed with any vestige of its original purpose.

Eventually, the two units mentioned passed into the King's service of the Royal Horse Guards and the Coldstream Guards respectively.

Some movements of rifle drill, the shoulder, order, fix and unfix bayonets, are still carried out in almost the same way as first set down in Cromwell's training manuals. The "Present Arms" however, has a more interesting origin.

When King Charles accepted the allegiance of the Coldstream Regiment, the unit was drawn up in two ranks. The command "Present you weapons for service under His Majesty" was given, whereupon every man, in accordance with a rehearsed exercise, held forward at arm's length and at the "high port" position his musket or his pike. The order "Ground you weapons" was then given, followed by "In His Majesty's cause, recover your weapons".

The King was so pleased with his ceremony of surrendering weapons into his service that he ordered the "Present Arms" to be a feature of all future inspections as a mark of respect. It was not until 1817, however, that the position of the musket was changed from the "high port" to the present position in "Present Arms".



Support for the Hunter

By FLTLT Graham Henry — Technical Workshops Liaison Officer 492SQN

'Smoko break' took on a new meaning recently when some of the contractor's staff who are building the new Avionics Facility at No. 492 Squadron were 'exposed' on the tarmac. Some of the staff have been on-site since construction started in September 1980.

The Avionics Facility project, which is nearing completion,

is the most expensive major works item undertaken at RAAF Edinburgh during the reconstruction programme initiated to house the Maritime Force. Through their labours, those pictured (and those absent) have shown their support for Australia's defence.



No 1 Aerodrome Defence Squadron Re-union

By FLTLT D.W. Juleff

In February 1942, the Japanese raided the RAAF 'station' at Darwin and caused the RAAF personnel stationed there to virtually abandon that station. The subsequent court of inquiry revealed that few, if any of them, had received any good defence training, and they said they weren't going to stay to be slaughtered. As a result of the inquiry, a mustering called 'ground gunners' was created.

These ground gunners were to provide the ground defence of RAAF assets, while the other musterings got on with the job of maintaining air operations. The mustering of ground gunner was maintained through the war and into the early fifties when, with the abandonment of National Service Training, it was dropped. The concept of a separate mustering to provide ground defence for the RAAF was not again employed until 1966, when the Aerodrome Defence Guard mustering was introduced. This mustering absorbed the existing Aerodrome Defence Instructor (ADI) and Drill Instructor (DI) musterings, and these musterings in fact provided the original NCO's for the new ADG mustering. So there was a little reminiscing, a bit of 'generation-gap bridging' and a lot of just plain socialising, between current Airfield Defence Guards and their predecessors, ex-national service members of No. 1 Aerodrome Defence Squadron (No. 1 ADS), in the RAAF Edinburgh Airmen's Club on 20 February 1982.

The occasion was the first reunion of the first national service intake of Ground Gunners who were trained at Mallala in 1952, and who formed the basis of No. 1 ADS.

In November 1981, an article in the Adelaide newspaper, 'The News', urged ex-members of 1ADS to make contact, with the intention of organising the re-union in early 1982. Several ground defence personnel serving at 1RTU noted the article, and after receiving the go ahead from all involved, offered to host the re-union in the RAAF Edinburgh Airmen's Club.

Twenty three of the original thirty-six Ground Gunners on the intake were the guests of the Airmen's Club and Ground Defence personnel of 1RTU. During the day, guests were provided with a live firing small arms demonstration using modern ground defence weapons, taken on a conducted tour of an 11SQN P3B, and were entertained at a buffet dinner, with drinks, in the Airmen's Club.

Local firearms collectors kindly loaned Bren guns, .303 rifles, a Thompson sub-machine gun and other items of equipment that were in RAAF use during the early fifties for display at the re-union, and these, combined with projection slides provided by one of the guests, took many people's memories back those thirty years and not only the memories of the guests either — those who were at the function will remember ex-1RTU FSGT 'Tug' Willson putting all and sundry through tests on stripping and assembling the Bren guns.

The function was a complete success. The guests presented the OC with a framed copy of their original graduation photograph (which now hangs in 1RTU Headquarters) and the President of the Airmen's Club Committee reciprocated with individual copies of it to each of the guests, (one of whom, by the way, is still serving — WOFF B.T. Edge — then CPL).

1ADS had indicated that they intend holding another re-union in 1987. Hopefully it will be possible to provide some representation from the newly formed No. 2ADS at that gathering.



• CPL Gary Thompson, an ADG of 1RTU, demonstrates the RAAF's general purpose machine gun (M60) for the visitors. CPL Thompson has won the Queens Medal for the Champion Shot of the RAAF, three times.

NOMAD Returns to the Army

OIC FTS ARDU, WGCdr P. G. NICHOLSON officially hands over Nomad A18-303 to Department of Army Aviation representative Major Ian Smith. A18-303 was the first military Nomad built by Government Aircraft Factories at Fishermans Bend VIC and is designated as Nomad N22 MKI series. The aircraft together with Army support engineers was assigned to ARDU for flight testing in mid 1975. Extensive flight test instrumentation and recording systems were installed in the aircraft and testing continued until the release of the aircraft on 3 May 1982. The extent of testing is reflected by SQNLDR Harry Bradford being awarded the AFC for test flying, in particular his project officer and test pilot duties on the Nomad.



Members of the RAAF EDINBURGH, Sergeants' Mess have enabled the Royal Flying Doctor Service to get off to a flying start for 1982.

The assistance was in the form of a cheque for \$1,200, the proceeds of the 1981 CHRISTMAS DRAW, presented to the Chairman of the RFDS Appeal Committee, MR. NEVILLE FALLON.

WOFF Ron Moore, CMC, said when presenting the cheque to Mr. Fallon at a function in the Mess, that the success of the fundraising venture "was due to the close co-operation and assistance given by the businesses in the area, and of course the generosity and charity of members of the Sergeants' Mess.



• (L to R) WOFF Kev Marrinon (DCMC), SGT Graham Golley, SGT Bob Smith, Mr. Fallon WOFF Moore (CMC), SGT Tony Nichol, FSGT Leon Fry.

MARI TIMES, WINTER, 1982

Meditation on "Shepherd 969"

"For the Lord looked down . . .
from the height of his holiness:
From heaven he has looked upon the earth . . .
... O God . . .

You whose years extend through all generations . . .
The earth and the heavens are the work of your hands,
... they shall pass away,
But you are the same for ever."

Phrases from the Psalm of the day pierced my consciousness as I mixed the reading of the Morning Office with my penchant for reading the morning map below. Outbound from Edinburgh, on the FISHEX that would take in Cocos for ANZAC Day (hence my seat aboard) the Adelaide Hills, the Riverland, the 'sunburnt country', colourful patterns of irrigation, Blue mountains ("like the folds of a garment") moved slowly away at 263° (the Psalmist of course had never flown, but figuratively, and not surprisingly, placed God in the "Heavens," a spatial concept we still have trouble overcoming). Day 2, ex Townsville.

"O Lord my God, How great you are!

Clothed with majesty and honour . . .
Wrapped in light as in a garment . . ."

(brilliant reflections of high Cumulus fill the aircraft)

"You have stretched out the heavens like a tent cloth . . .

You make the clouds the clouds your chariot:
and ride upon the wings of the wind . . ."

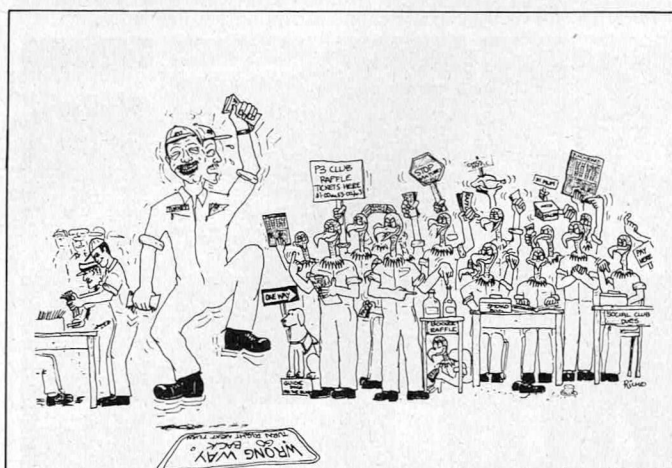
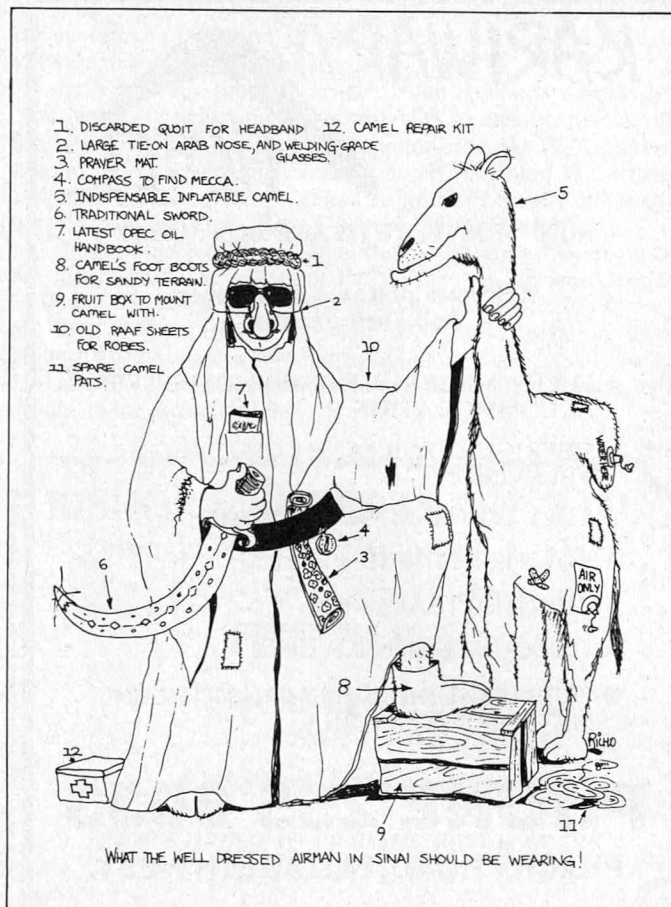
(our wings ride roughly through the cloud)

"You have set the earth on its foundations:
so that it shall never be moved . . ."

(the coast recedes immovably into the distance)
"The deep covered it as with a mantle . . ."
"You water the mountains from the high . . ."
(tropical storm hides distant hills)
"The earth is filled with the fruit of your work . . ."
You bring food out of the earth . . ."
(a fair sample, including fresh pineapple, is stowed in the galley)
"And wine makes glad the heart of man . . ."
(friendships were renewed last night)
"Oil to give him a shining countenance:
and bread to strengthen his heart . . ."
(‘sambos’ are made . . . while one leaves a surfeit of gladness in a bag)
"When the sun rises man goes out to his work:
and to his labour until the evening . . ."
(ETA Darwin zero nine one zero zulu)
"Lord how various are your works:
in wisdom you have made them all . . ."
There is the wide immeasurable sea . . ."
(though we’ve come a long way in trying!)
"There’s more living things without number,
great and small . . ."
(low level along the reef,
‘How many blues are there?’ goes unanswered)
"There go the ships to and fro . . ."
(‘Pilot, Radar: contact two eight zero, fifty miles’)
"Those who go down to the sea in ships:
and follow their trade on great waters . . ."
(Have him visual . . . longliner . . .
Going low level for starboard pass)
"These men have seen the works of God:
and his wonders in the deep . . ."
They go up to the sky and down again to the depths
Their courage melts away in the face of disaster . . .
They cried to the Lord in their distress
and he took them out of their trouble.
Then they were glad . . .
and he brought them to the haven they longed for . . .
Whoever is wise let him observe these things:
and consider the loving kindness of the Lord."

With thanks to 'F Troop' for a good trip — Chaplain D. J. French.

Quotations from Psalms 102; 104 and 107 in 'An Australian Prayer Book'.



"Payday 25th March saw unusually large concentrations of vultures around paypoints!"

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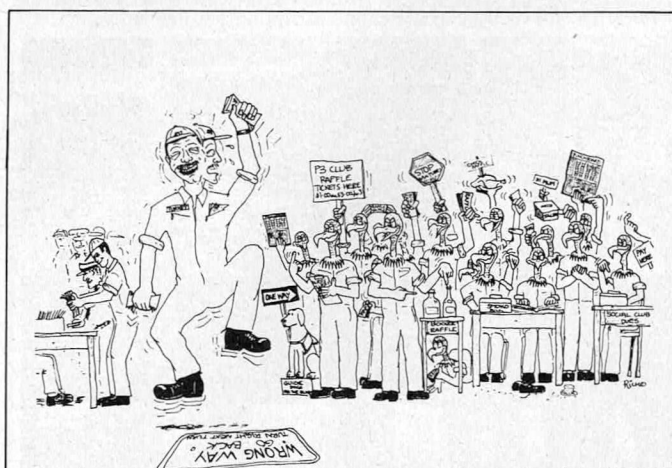
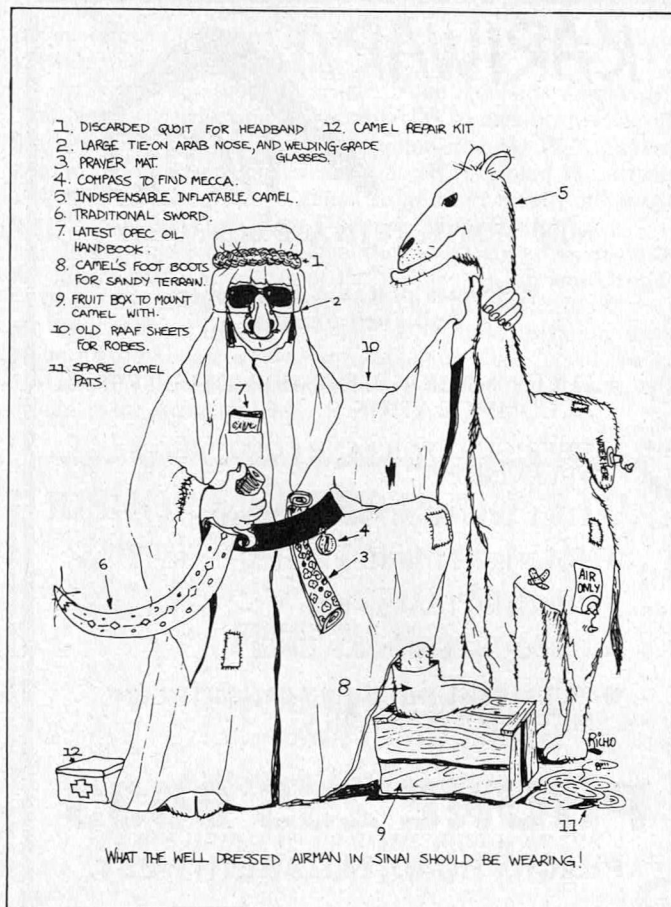
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